

NOT TEN MILES OF ROUGH ROAD LEFT FROM THIS CITY TO LOS ANGELES

Chief Engineer of Automobile Club of Southern California Makes Interesting Report on Improvements

MEANS ALBUQUERQUE ON TRANSCONTINENTAL MAP

There are not ten miles of rough road between here and Los Angeles at the present time, is the striking statement made by O. K. Parker, chief engineer of the Automobile Club of Southern California, in a report on his recent trip to this city, a copy of which has just been sent to former Mayor D. K. B. Setters, president of the Ocean-to-Ocean highway. Mr. Parker came to this city several weeks ago to meet Mayor Setters and County Road Chairman John Heaven regarding the automobile's claim to signpost a route from San Diego, through Albuquerque to tap the Lincoln highway and draw the major share of the thousands of tourists to New Mexico, Arizona and Southern California.

Engineer's Report.

Mr. Parker's report follows:

One of the pertinent subjects of interest to motorists is that of transcontinental touring. Particularly is this true because of the two great expositions to be held on the Pacific coast in 1915. The thoughts of at least 50,000 motorists are turned toward a trip across America next year.

As an indication of what this means in a commercial way to the country in general it may be noted that these motorists will spend at least \$750 each, representing nearly \$40,000,000 to be distributed among the several transcontinental routes over which these cars will pass.

It is a matter of statistics that 95 per cent of the tourists to the Pacific coast desire to take the westward trip over one route and return eastward over some other route. Probably the best advertised transcontinental motor route of today, from New York City to the Pacific coast is via the Lincoln highway, passing through Chicago, Omaha, Cheyenne, Wyoming, and Salt Lake City, crossing the Sierras toward Sacramento, Reno. The eastern portion of that route is a very favorable one as far west as Cheyenne, Wyoming, but from that point west the route is not as favorable as some of the other transcontinental routes.

Inspect Route.

As an indication of how this subject is regarded by Lincoln highway officials themselves, Henry B. Joy left Detroit some time ago and motored to Denver, Colo., where he turned south and made an inspection of the route through New Mexico to Albuquerque, thence to Springerville, and over the Grand Canyon route through northern Arizona. The object of Mr. Joy's trip, according to those who had occasion to talk with him along the route, was to ascertain a more favorable route for the western portion of transcontinental traffic to the expositions.

On the trip which we have just completed for the Automobile club of Southern California from Los Angeles to Albuquerque and return, we talked with a number of people who had been told by Mr. Joy that he would be glad to divert as much traffic as possible to the Grand Canyon route.

The Automobile Club of Southern California through its route and map department, has been advised many times during the past year of the great development which has been going on along the Grand Canyon route in Arizona, and it was with that in mind that an investigation has just been carried out, whereby it was ascertained that a very large percentage of the road between San Bernardino and Albuquerque has been constructed within the past 12 months and that, at this time, there is not ten miles all told of rough road between Los Angeles and Albuquerque. All seven grades have

TWO HUNDRED FEET OF BIG MAXWELL DAM CARRIED OUT

Special Dispatch to The Herald

Maxwell, N. M., May 6.—The big Hebron dam of the Maxwell Irrigated Land company was damaged to the amount of \$15,000 Saturday when a two-hundred-foot section was washed away by the flood, raging in the Sugarite river, which it dams.

Salazar is now confined at Fort Wingate, with the rest of the refugees who were transferred this week from Fort Bliss. He will, of course, be taken to Santa Fe for trial.

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MONUMENTAL HINTS NO. 1

The building, carving and erection of a monument is peculiarly a business of its own, and requires a definite knowledge of material adapted to its use.

Our experience covers a period of twenty-three years. Let's talk it over.

"If we can't furnish it, it can't be made."

JONES BOWERS MONUMENT CO.
215 East Central
ALBUQUERQUE, N. M.

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"We Do What We Advertise"

THE Golden Rule Dry Goods Co. PRESENTS

Annual May WHITE SALE

TOMORROW, MAY 7

9 A. M.

Reduced Prices
on All

MUSLIN UNDERWEAR WHITE GOODS WHITE WAISTS LACES and EMBROIDERIES

SEE SPECIAL WINDOW DISPLAY OF VALUES

Special Value-Giving Prices on All Graduation Materials

FOREST SERVICE IS CAREFULL IN SELLING

Timber Sales Department Uses Every Means to Protect Forest Resources. Methods Used.

In selling timber the government is careful to further and not retard the increase in forest resources. The recent prospecting issued by the local district office of the forest service, on selling methods, has this to say of the government method:

The government sells the stumpage only. Blocks over \$100 in value are upon application for purchase, advertised for thirty days longer in many sales so as to give prospective bidders ample chance to examine areas) and the sale made to the highest bidder unless unforeseen objections or complications arise. A portion of the merchantable timber, seldom exceeding one-third, is reserved by the government for future growth and to seed up the area cut over; approximately what per cent of the merchantable timber will be cut, as well as maximum stump heights and diameters to which material will be utilized in tops, is also specified. The timber left standing is where feasible selected from immature trees. The cutting or scattering of brush or the pulling of tops away from young growth, and the felling of occasional dead standing trees which constitute a fire menace are required. Reasonable care must be exercised in reducing damage to young growth in logging.

In an article printed this week gave vast quantities of timber available for sale in the forests of New Mexico and Arizona were touched upon. The saleable areas are grouped for convenience, as told in three divisions. Over divisions 1 and 2 fully 75 per cent of the timber is accessible under reasonable cost of manufacturing and transporting investments. Both of these divisions are tributary to the in line of the Atchison, Topeka and Santa Fe railway. The Denver & Rio Grande railway also gives access to division 2 from the north. Logging railroads have been found to be the most practical method of reaching forest areas, although on some streams, stream driving of ties and poles on the fluming of lumber is feasible. At the present time fully 75 per cent of the timber cut from these divisions is handled over standard gauge logging railroads. The cost of standard gauge main line logging railway using 50-pound steel rails, ranges from \$6,500 to \$15,000 per mile.

The timber in division 3 lies almost wholly in the Gila river watershed. While not as accessible from present lines of railways as that in divisions 1 and 2, transportation of

LIVESTOCK.

KANSAS CITY STOCK MARKET SETS NEW GOAT RECORD

FORTY THOUSAND MEXICANS CAME INTO THE MARKET LAST WEEK, BIGGEST RUN ON RECORD.

Kansas City, Mo., May 3.—Unsettled conditions in Mexico, together with a reduction in the tariff, resulted in the Kansas City Stock Yards company and sheep commission men making about \$4,500 more in April in yardage and commission charges than they would have done otherwise.

Mexican goats were on the basis of the increased earnings and incidentally the cause of establishing the high records on receipts of sheep for April and making a new record for goat receipts for any month.

In April 42,274 goats were received at the Kansas City stock yards, and more than thirty thousand of them came from Old Mexico. In one week fifteen thousand were received, Texas contributed about 12,000.

Kansas City is the biggest goat market in the world and May is usually the biggest month of the year. The previous record receipts were made in May, 1909, with 35,526. The highest price paid for goats was \$1.69, but the market now is on a \$1.25 to \$1.60 basis, and Texas goat men will not market many this month unless prices improve. Normal receipts of goats in Kansas City during the course of a season are about 150,000.

A Ready Market for Goat Meat.

Of the forty thousand goats received last month killers look about 20,000 for slaughter. The main outlet for this meat is in mining sections and eastern industrial centers where there is a large foreign population. The government requires killers to stamp goat meat as such. Up to three years ago goat meat could masquerade as mutton, and these goats sold much higher than now.

Countrymen in Wisconsin, Iowa, Indiana and Missouri bought about fifteen thousand for stock breeding and brush purposes. The stock dealers sold at about the same price as those that went for slaughter.

Mexican goats are inferior to Texas and New Mexico goats, as those two states have used Angora blood for building up their flocks.

MORTUARY

CARLOS GARCIA.

Carlos Garcia, six months old son of Mr. and Mrs. Manuel C. Garcia, died at 6 o'clock yesterday morning after two weeks' illness with congestion of the brain. Mr. Garcia, who formerly lived here, is now editor of the Belen News and Hispano-American at Belen. Mrs. Garcia came here two weeks ago when the baby was first taken ill for medical treatment. Funeral services were held at 3 o'clock this afternoon at the Sacred Heart church. Burial was in Santa Barbara cemetery.

Gophergo will destroy mice, rats, prairie dogs, squirrels. There is a flavor to Gophergo that makes mice and rats fight for it. If you have mice in your house this stuff will sure clean them out. Use it once; if it doesn't clean them out, your money will be returned. E. W. FEE.

HENRY'S MESSENGERS. Phone 939.

Logs by driving the Gila river is considered feasible. Many of the tributaries of the Gila leading well back into large bodies of timber, also afford ample water for the fluming of either logs or lumber. Areas desirable for handling undeextensive management are available in this division.

You will enjoy the whiteness and lightness of bread made with

Cottolene

Although less Cottolene is needed than either butter or lard, yet Cottolene is so much richer that foods shortened with it are always exceptionally tender.

It makes all foods more digestible; Cottolene is more wholesome, more easily assimilated by the human system.

Bake bread as you always do, using a third less Cottolene than other shortenings, and add a pinch more of salt. You will be glad of the day you began using Cottolene.

MONUMENTAL HINTS NO. 1

The building, carving and erection of a monument is peculiarly a business of its own, and requires a definite knowledge of material adapted to its use.

Our experience covers a period of twenty-three years. Let's talk it over.

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